You referred to a circular issued in regard to village roads stipulating that the maintenance allotment for a particular road should be spent on that particular road itself. I understand from the Chief Engineer that a circular to that effect was issued recently. That was issued because a Legislative Council member complained that the maintenance allotment of a particular road in his taluk was diverted for the maintenance of other roads. But, I think, what you say is right. In the case of village roads and minor roads for which the rate of maintenance is very small, it is not necessary that small amounts should be frittered away on particular roads every year. That is what the Chief Engineer also says. It is certainly better to conserve all the money and spend it on a few roads improving those roads substantially. It was due to the complaint of a member of the Legislative Council that that circular was issued. I do not think that it is a proper circular. The Chief Engineer says that he will instruct his subordinates to divert, if necessary, money from one road to another within a particular taluk or section.

As regards the maintenance of the particular ryots' road mentioned by you, it will be taken over by the P. W. D.

In regard to the revision of rules relating to ryots' roads the Government will certainly be very much pleased to consult non-officials. I shall ask the Chief Engineer to hold a conference of non-officials and P. W. D. officials to see how far the rules may be made more workable than they seem to be now.

77. Some urgent public works within the town of Parur.

Mr. M. P. Jacob (Member, Municipal Council, Parur) said that almost all the public works which formed the subject of his representation had already come in for representation at all the previous sessions of the Assembly. Although Government had recognised their usefulness to a large section of the population, those works had not yet received any favourable consideration. If population and taxation were the criteria for the distribution of public expenditure, it should be stated that Parur taluk had the right to claim a large share in such expenditure. The Member then urged the need for the following works :—

(1) The deepening of the Parur-Cheriapalli canal, known as *Pattini-todu*, so as to make it navigable throughout the year. He represented that that was the only canal through which the people of Verapoly, Kottuvalli, Kunamavu, Puttanpalli and other villages could go to the town and the market.

(2) The construction of a cartable road from Parur to Chakkarakkadavu ferry.

(3) The gravelling of the ungravelled portion of the Parur-Cheriapalli road, and the Ammankovil-Kannankulangara village road.

(4) The construction of a bridge across the Parur-Cheriapalli canal where it crosses the Parur-Anchal village road.

(5) The opening of a road from Kottuchirappadam ferry connecting it with the Parur main road and the putting up a bridge near the ferry over the Puttantodu so as to connect Parur with Pallanturuttu.

(6) opening of roads on either side of the Cutcherry *todu*.

(7) provision of landing ghauts at (*a*) the public market; (*b*) Tattukadavu ; (*c*) Cutcherry *todu*.

(8) the repair of the Kala *todu* drainage channel.

(9) the repair of the Palli *todu* drainage channel.

Dewan' reply.—Mr. Jacob, you say that representations have been made for the last 19 years in regard to the needs of the town of Parur, that they have so far fallen on deaf ears and that you do not see any justifiable reason why Government should neglect your town. My difficulty is this. If you approach the subject from the standpoint that Government must do every work that is necessary in connection with a particular town, I plead guilty to the charge. There are a number of improvements which are necessary in each and every town in the State, not to speak of villages. The question is, how far Government could do all this, and do it within a

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certain time. Government are naturally limited by funds and by other considerations, and, as far as I can see, your town has not received any special disfavour at the hands of the Government. We have been doing works like repairs and improvements of landing places, and repairs and gravelling of roads, even though the problem is complicated by the fact that the works referred to by you lie within Municipal limits. I have only to point out to the members who represent municipal areas in this House that, so far as municipal areas are concerned, the works that are generally brought up before the Government are works of a costly nature. It is for the Municipal Councils concerned to prepare schemes which will, as far as possible, be remunerative schemes and place them before the Government. I have been saying this repeatedly, year after year, and I am glad to say that it has had some effect after all. Within the last year two Municipalities have placed workable schemes before the Government and these schemes are receiving the attention of the Government. You will have to prepare schemes and send them up to Government. If any particular landing place requires repair, the P. W. D. will attend to it. You want a road on the other side of the canal leading from the Cutcherry to the main river in the north of the town. It is a very big proposition. You will have to say how that work is to be financed. What is the return that it is going to give ? Please work out schemes in the Municipal Council and then come up to Government. Tell the Government: 'We have come forward with so much; the Government must give us the rest of the amount'. Then the matter will be considered. A general statement that the town is neglected is very difficult to answer. Government are doing, though slowly, all that lies in their power to improve communications and landing places as also the general condition of the public, and they will continue to do so.

78. Construction of a Railway in North Travancore and the means of financing the project.

Rev. P. J. John (Member, Nominated) represented that North Travancore was very backward in respect of means of communication, and to remedy the defect he suggested the early extension of the railway line from Kottarakara to North Travancore. Previous Dewans had promised that that line would be taken up immediately after the completion of the Quilon-Trivandrum line; and though the Dewan himself mentioned in his last year's Address that the line would be surveyed as soon as the survey of the Trivandrum-Nagercoil line was completed, it was a matter for regret to the people of North Travancore that no provision had been made in the budget for 1099 for the survey of that line, though the survey of the southern line was well-nigh over. He urged that the northern line was more important, and to the North Travancoreans it was a long-felt necessity, as the northern taluks were very backward in education and civilisation and the opening of the proposed line was calculated to improve their lot very much. Further, the line would bring under cultivation much of the waste lands in the north and would connect many important places of the north with the capital of the State. He stated that from the point of view of State finance also, the northern line would be materially more advantageous than the southern, in that the latter would render completely useless and unprofitable, the Quilon-Shencottah line already running at a loss to the State. Again, to realise in full the benefits of the Cochin Harbour for Travancore, the Member observed that the extension of the railway to the north was indispensable.

As regards the alignment, he proposed that it should be taken right through the middle of the country as the rumoured coastal line would not be paying in view of the cheaper water-way along the backwater. In conclusion, he pointed out that it was a matter for the Government to remember that the Kodayar Irrigation Scheme —a scheme of permanent importance and utility—was a boon conferred on South Travancore and that North Travancore had no such boon to boast of. In regard to the financing of the scheme, he stated that, since he was told by the Chief Engineer that t was not of immediate concern, he would reserve his observations on that point.

The Member also presented a memorial, urging the extention of the railway to North Travancore, signed by 43 members of the Assembly.

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